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CLASSIFICATION SECRET/[redacted]

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO. [redacted]

CD NO. 25X1A

COUNTRY	USSR	DATE DISTR.	27 September 1949
SUBJECT	Airfield at Seyma, Gorki Oblast	NO. OF PAGES	2
PLACE ACQUIRED	25X1C [redacted]	NO. OF ENCLS. (LISTED BELOW)	0
DATE OF INFO	25X1X	SUPPLEMENT TO REPORT NO.	25X1A [redacted]

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☒ NO CHANGE in Class.

☐ DECLASSIFIED

Class. CHANGED TO: TS S C

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1763

[redacted]

1. The SEYMA (43°10' E/56°14'N) airfield * was located about 30 miles southwest of GORKI, north of SEYMA, west of the Seyma River, 660 to 1,000 feet north of the MOSCOW-GORKI RR line, opposite the RR station. There was a dense pine woods between the RR line and the airfield. West of the airfield was a swampy area overgrown with reed and bushes. The north-south landing field was covered with grass; no hardsurface run or taxiway could be observed. In the pine woods at the southern field border there were five to six cantonment buildings which were occupied by Air Force soldiers.

2. The field was occupied by the following aircraft in the summer of 1948:

   a. Single-engine fighters, resembling the ME-109 (in-line engine, pilot seat over wings; single-rudder assembly; retractable landing gear). **

   b. Two types of jet-propelled aircraft with the following features:

   Intake aperture at the bow; one exit aperture with almost colorless air swirls under fuselage in line with trailing edges of wings; no propeller (definitely observed); trapezoidal wings slightly dihedral, no sweepback; rounded off wing tips; landing gear retractable sideways, nose wheel retractable to the rear; fuselage tapering slightly to the rear; single rudder assembly the same shape as the wing. Noise of engine: thundering that developed into a monotonous roar. Both types differed only in size. The intake aperture of the smaller type was 27 to 32 inches in diameter, that of the larger type divided by a "vertical beam" was about 40 inches in diameter. ***

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5. flying was done all day if the weather was fair. There was no night flying. Conventional and jet-propelled aircraft usually flew individually, staying in the air for about ten minutes. Occasional formation flying of three aircraft (conventional and jet-propelled planes separately) was observed.

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** [redacted] Comment: Probably Yaks.

*** [redacted] Comment: The jet-fighters concerned have their power plants under the fuselage with exhaust orifice set at height of trailing edge of wing. From the description and the time of observation (until summer 1948), it is assumed that the Yak-15 and Mig-9 types are concerned. Since the Lavochkin and the Mig-11 type show a pronounced tapering of the fuselage aft of trailing edge of wings, these types do not come into consideration. It is noteworthy that the landing gear retracted sideways into the wings. According to another report, the Yak-15 type was equipped with a nose wheel. The reported dimensions of the intake apertures should be viewed with reserve.

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